



Dermot McCaffery MIHE MIRSO
Highways & Transportation Consultant

**LAND AT FOXLYDIATE LANE,
WEBHEATH,
REDDITCH**

HEYFORD DEVELOPMENTS

**TRAFFIC AND HIGHWAY REPORT –
UPDATE**

NOVEMBER 2012

34A West Street, Marlow, Bucks, SL7 2NB

Tel 01628 488444 – 07752 913058

E-mail dermot@highwayplanning.co.uk



1.0 INTRODUCTION

- 1.1 My name is Dermot McCaffery. I am a highway and transportation consultant. I have 24 years experience in local authority and private consultancies in dealing with the highway development control aspects of development proposals. I am a Member of the Institute of Highway Engineers and the Institute of Road Safety Officers.
- 1.2 I have been appointed by Heyford Developments to provide an update to the assessments carried out by the Halcrow Group Ltd in October 2010 for the potential development of the site for up to 1400 dwellings.
- 1.3 Meetings have taken place with Redditch District Council, Bromsgrove Borough Council and Worcestershire County Council regarding the need for Redditch BC to provide significant additional housing sites to meet the expected housing demand up to 2030. The Councils are considering the preferred locations for up to 3000 dwellings.
- 1.4 The Foxlydiate Lane site has the potential to accommodate up to 2500 dwellings. This report provides an update on the changes to public transport infrastructure that have taken place since the Halcrow report and considers the opportunities for the maximum development of the site.
- 1.5 This report should be read in conjunction with the Halcrow report (26th October 2010).

2.0 SUSTAINABLE TRANSPORT NETWORK

- 2.1 The site is well located for connections to local facilities by walking and cycling. The A448 Bromsgrove Highway does not present a particular



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- barrier to walking and cycling trips due to the presence of subways and footbridges. Existing primary schools, nursery schools, convenience shops etc are all within convenient distances.
- 2.2 The development of the site is likely to include supporting infrastructure such as a local school, district centre, nursery etc. Careful planning of the development could result in these facilities being located towards the eastern boundary which would then benefit the existing residents in Webheath.
- 2.3 The intention for the site would be to achieve a “walkable neighbourhood” as advocated by Section 4.4 of *Manual for Streets*. The aim is to provide a range of facilities within 10 minutes (800m) walk distance of residential areas which would be comfortably reached on foot.
- 2.4 The detailed design of the access routes and junctions will include facilities for cyclists and crossing points for pedestrians.
- 2.5 The public transport network has altered since the Halcrow report was produced. Of particular relevance is the deletion of service 68 which passed through Webheath and along Foxlydiate Lane. The operator has withdrawn this service as it was not proving profitable. Service 68 was the closest service to the site boundary and provided 3 buses per hour with a ten minute journey time into Redditch.
- 2.6 The current bus service map is included at **APPENDIX 1**.
- 2.7 A planning application for the development of land off Church Road, Webheath (to the south of the Foxlydiate Lane site) is awaiting a decision from the Planning Authority. The application is for a development of up to 200 dwellings plus a small element of community/retail floor space. An important element of the proposals



has been the preparation of a comprehensive travel plan document that includes suggested alterations to the current public transport services. The most notable change is the diversion of service 143. This service currently travels along Middle Piece Drive, Springvale Road and Tynsall Avenue and has an hourly frequency. The proposal is to divert this service to travel along Middle Piece Drive, Heathfield Road, Church Lane and Foxlydiate Lane. This would take the buses along the eastern boundary to the Foxlydiate Lane site.

- 2.8 The best practice target for public transport access is to achieve a maximum 400m walk distance between new dwellings and the closest bus stop. As the site has a typical maximum width of 1200m (measured from Foxlydiate Lane) the proposed diversion of service 143 would only cover the first third of the overall site with bus stops in Foxlydiate Lane. The opportunity exists for an alternative route for service 143 which would take the buses from the Church Lane/Curr Lane roundabout, into the site (perhaps to the new local centre/school) and then to the A448 Bromsgrove Highway junction. The quantum of development would be sufficient to fund an additional bus (circa £110,000pa) in order to increase the frequency. If it is assumed that the typical occupancy of the new dwellings is 2.4 persons and the modal share for bus travel for the Webheath area is 4.4%, the new development would generate 264 new passengers. Discussions between WCC and the applicants for the Church Lane site have indicated that a minimum of 300 passengers per day are required to make a bus service viable to the point where subsidies are not required. If the Foxlydiate Lane site generated 264 passengers then it is reasonable to expect the shortfall to be made up from new passengers from the Church Lane development and existing passengers in the Webheath area. On this basis the alterations required to the 143 service in order to serve the 2 development areas and the existing Webheath area would be viable and sustainable.



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- 2.9 The existing and alternative routes for service 143 are shown on drawing 12.44 – sk2 included in **APPENDIX 2**.

3.0 ACCESS STRATEGY

- 3.1 The Halcrow report described and modelled the potential accesses that would be required to serve up to 1400 dwellings on the site area that was defined at that time. The primary access would be taken from the junction with the A448 Bromsgrove Highway where a new roundabout would be constructed on the south side of the junction. A new link road would be provided through the site and would join Curr Lane immediately to the west of the roundabout junction with Church Lane. The impact modelling showed that no significant capacity issues would arise at key junctions with the development traffic and background growth up to 2020. The modelling included traffic generation rates and traffic distribution which have been generally accepted by the highway authority. Further consideration of the potential for the whole site results in a likely quantum of 1000 dwellings (plus district centre/school) for the initial phase rather than the 1400 dwellings modelled by Halcrow.
- 3.2 The Halcrow traffic impact included an assumption that the link road through the site would alleviate traffic pressures on Foxlydiate Lane and Birchfield Road, to the extent that the modelling assumed that 50% of the existing peak hour traffic on Foxlydiate Lane would divert onto the new link road. This is an issue that the highway authority is keen to secure as part of any development of the site.
- 3.3 The extension of the site to include further land to the west would increase the quantum of development to approximately 2500 dwellings. On this basis it would be necessary to provide capacity improvements at the Foxlydiate junction in order to accommodate the increase in traffic and to provide a suitable internal road network. A potential



access strategy is shown on drawing 12.44 – sk1 contained within **APPENDIX 3.**

- 3.4 The improvements at the junction would be required to ensure that journey times on the main A448 were not adversely impacted. Initial discussions with the highway authority have indicated that this is the preferred approach rather than ensuring that ALL queuing, including that on the side roads, would be minimised.
- 3.5 The increase in traffic generation from the 1400 dwellings modelled by Halcrow and the potential 2500 dwellings is set out in the following table which uses the same traffic generation rates as those shown in Table 4.2 in the Halcrow report.

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.153	0.465	0.44	0.256
Trips – 1400 dwellings	214	651	616	358
Trips – 2500 dwellings	382	1162	1100	640
Difference	+168	+511	+484	+282

- 3.6 The inclusion of a district centre and school will internalise a proportion of the AM peak trips, and to a lesser extent, the PM peak, which will reduce the overall “external” impact of the development traffic.
- 3.7 The link onto Curr Lane will continue to be included in either the 1400 or the 2500 dwelling scenarios. There is the potential to provide an



additional access point onto Foxlydiat Lane if required which will still provide the relief for Foxlydiat Lane and Birchfield Road.

4.0 SUMMARY

- 4.1 The Halcrow report established the principles of accessibility and access for the development of the site for up to 1400 dwellings. The design of the proposed junctions and the capacity in a future year of 2020 were assessed and no significant problems were encountered.
- 4.2 Accessibility by non-car modes is very good. Key facilities that require day to day access are all within walking and cycling distance. Bus services in Webheath have changed since the Halcrow report was published with service 68 being withdrawn.
- 4.3 Discussions between the highway authority and the applicants for the site at Church Lane, Webheath have resulted in a potential diversion of service 143 which has been revised to try and replace service 68. The diversion would run this service along Church Lane and Foxlydiat Lane which would benefit the eastern portion of the site. The additional ridership from the site would help to ensure that this service remained viable.
- 4.4 The Planning Authorities have asked for consideration to be given to whether the site could accommodate further development if the total landholding was included. This potential "phase 2" could increase the overall development to 2500 dwellings. This will require improvements to the Foxlydiat junction in order to accommodate the additional traffic that will be generated and to ensure a suitable internal road network can be provided.
- 4.5 The phase 2 development would extend the site to the west and away from the diverted bus services in Foxlydiat Lane. As such, it would be



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necessary to make a further alteration to service 143 to bring it into the site. With careful design the internal road network can maintain the diverted bus service within an acceptable walk distance of Foxlydiate Lane and the existing dwellings in that area.



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APPENDIX 1



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Existing bus services in Webheath, as at November 2012

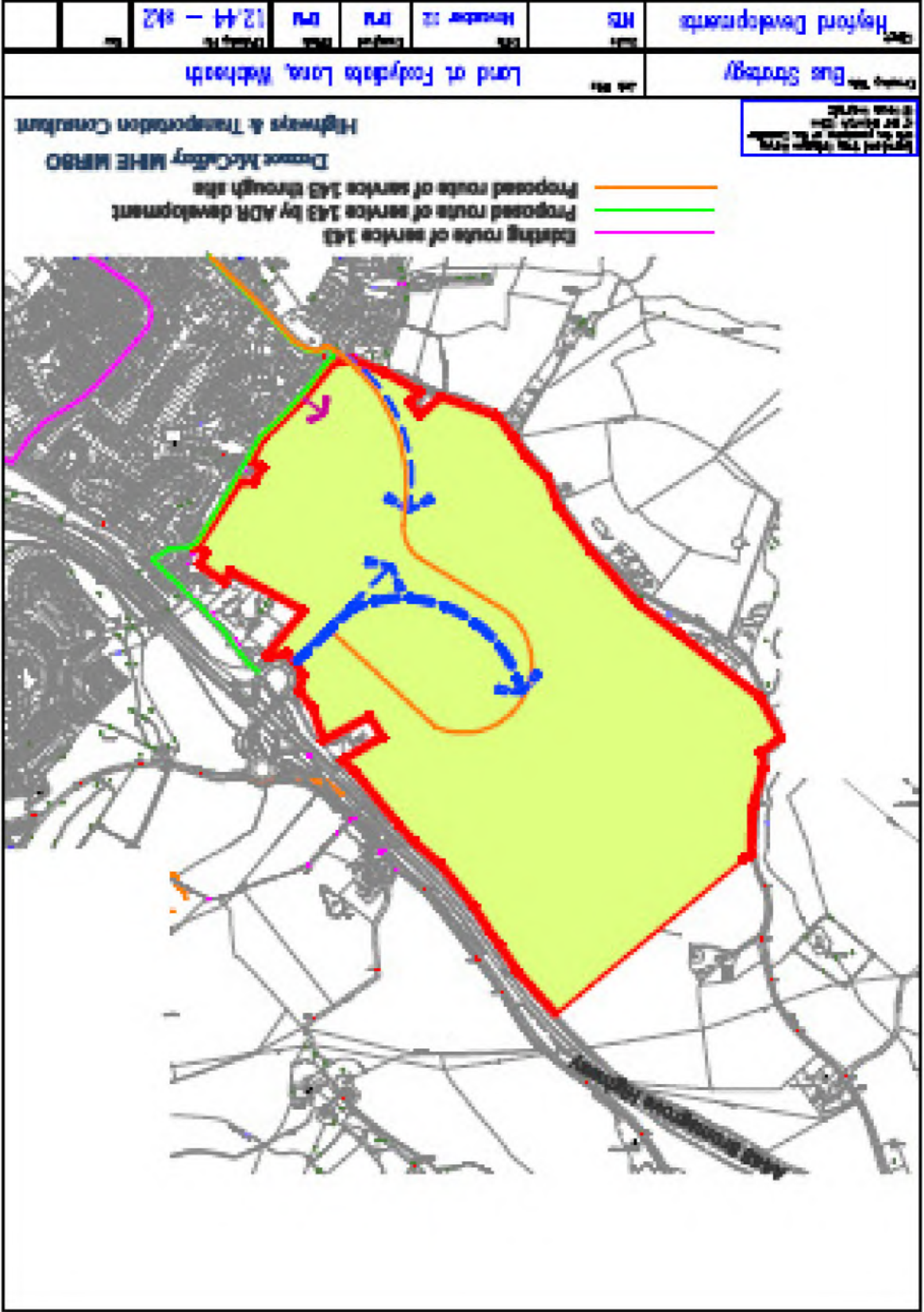


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APPENDIX 2





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APPENDIX 3

